of 10 million tonnes of foodgrains for open market intervention. The newspaper report of 24th July, 1995 deals with the losses suffered by FCI due to the storage of huge stocks of paddy in the open in mills premises and also the selling of paddy at a price lower than its procurement cost.

(c) The policy of extending Minimum Support Prices to the farmers and the maintenance of buffer stocks, while ensuring remunerative prices to the farmers, has helped, through the years, in maintaining adequate supply of foodgrains to the consumers at reasonable prices. The MSPS ensure to the farmers an' adequate return on their cost of production and also enthuse the farmers to increase production of foodgrains which is necessary for providing food security to the people of the country.

The Public Distribution System functioning through a network of fair price/ration shops aims at supplementing the supply of foodgrains to the consumers particularly the vulnerable sections of the population at reasonable prices. The presence of the PDS has also a sobering effect on the open market prices of foodgrains.

A quantity of more than 73 lakh tonnes of paddy was procured by FCI and State Government of Punjab/its agencies for Central Pool during the Kharif year 1994-95. Out of this a quantity of above 8 lakh tonnes of paddy has remained unmilled with the FCI/State Agencies. In view of the need to create storage space, to avoid deterioration in quality of paddy/ resultant rice and to reduce the carrying cost of FCI on these stocks, it was ' decided to sell paddy, at a fixed rate of Rs. 442 per quintal and Rs. 422. per quintal for superfine and fine variety respectively. However, a quantity of only 4.62 lakh tonnes of paddy could be disposed of through open sale. To liquidate the stocks, it became necessary to dispose of paddy through short-term tenders to get the best price. By this method a quantity of 5.08 lakh tonnes of paddy could be disposed of at a reserve price of Rs. 395 per quintal and Rs. 375 per quintal for superfine and fine vaiety respectively. Had this quantity not been disposed off, the FCI would have spent a substantial amount on carrying cost of these stocks. Therefore, the loss sustained on disposal of paddy is not very high when compared to the savings on carrying cost and other resultant losses.

Welfare of Unorganised Labour

*198. MAULANA OBAIDULLAH KHAN AZMI:
SHRI SANJAY DA1MIA:

Will the Minister of LABOUR be pleased to state:

(a) whether the Central Government have urged the State Government to formulate an action plan for the welfare of the unorganised labour; and

(b) if so, the response of State Governments thereto?

THE MINISTER OF LABOUR (SHRI P.A. SANGMA): (a) and (b) In a Series of State Labour Ministers Conferences held by the Union Labour Minister, the States have been urged to give special attention to the problems of unorganised labour implementation of Minimum Wages act, Equal Remuneration Act, Inter-State Migrant Workmen Act etc. This part, they have also been called upon to implement measures for providing social security for these workers including through group issurance scheme of LIC which covers 23 occupations in the unorgenised sector. The States have been further called upon to take special measures of labour protection for certain categories of workers like the Beedi workers who often work on home-based systems of employment. The States have also been advised to work coodinatedly with the Directorate General of Labour Welfare in Channelling resources of the Welfare Funds for special assistance to Beedi etc. workers for providing housing, educational recreational

etc. facilities. The response from the State Government have been very positive.

Action Plan by FICCI to Boost Exports

*199. SHRI KRISHNA KUMAR BIRLA: Will the Minister of COMMERCE be pleased to state:

(a) whether the Federation of Indian Chambers of Commerce and Industry has prepared an action plan to boost exports;

(b) if so, whether the FICCI has urged Government to adopt the action plan;

(c) if so, the reaction of Government thereto; and

(d) the steps Government propose to taks to boost exports?

THE MINISTER OF STATE THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a) Yes, Sir. It has come to the notice of Government that the Federation of Indian Chambers of Commerce and Industry +iave prepared an Action Plan to boost exports whereby the country would account for at least, one percent of the world trade by the turn of the century.

(b) Ministry of Commerce have formulated Annual Action Plan, 1995-96 which, inter alia, covers commodity-specific, and country-specific measures to boost exports.

(c) Government always welcomes suggestions for export promotion from trade and industry including those from FICCI.

(d) Export promotion is a continuous process. Steps are taken to boost exports in consultation with the trade, industry and other relevant interests. The Government is striving to make the environment of policies and procedures more export-friendly. Among the measures, taken for export promotion mention may be made about simplification of Export-Import Policy and Procedure, increasing export production, improving efficiency and competitiveness, focussing on quality improvement and technological upgradation, improvement in infrastructure and actively involving State Governments in export promotion.

सड़क और रेल मार्गो द्वारा कोयले की ढुलाई

*200. **श्रीमती सुषमा स्वराज :**

श्री राम जेठमलानी :

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में कोयले की ढुलाई के लिए सड़क मार्ग और रेल मार्ग का उपयोग किया जाता है,

(ख) यदि हां, तो गत तीन वर्षों के दौरान देश में सड़क और रेल मार्गों से कितने प्रतिशत कोयले की ढुलाई की गई है,

(ग) क्या कोयले की ढुलाई की वर्तमान प्रणाली में भारी कमियां हाने के कारण की चोरी होने की संभावनाएं बढ़ रही है, और

(घ) यदि हां, तो गत तीन वर्षों के दौरान दौरान कोयले की चोरी की कितनी घटनाएं प्रकाश में लाई गई है और इन वर्षों के दौरान देश में कोयले की ढुलाई की प्रणाली में सरकार द्वारा क्या सुधार किए गए है ?

कोयला मंत्रालय के राज्य मंत्री (श्री अजित कुमार पांजा) : (क) जी, हां।

(ख) पिछले तीन वर्षों के दौरान कोल इंडिया लि0 से कोयेले की रेल, सड़क तथा अन्य साधनों से दिए गए प्रेषण की प्रतिशतता के ब्यौरे नीचे दिये गए हैं:-

द्वारा प्रेषण की प्रतिशतता

वर्ष	रेल	सड़क	साधन अन्य
1994-95	56%	19%	25%
1993-94	56%	19%	25%
1992-93	57%	20%	23%

(ग) और (घ) कोयला कंपनियों द्वारा कायेले की आपूर्ति एफ0 आर0 आर0 आधार पर की जाती है। कोयले का स्वामित्व खरीददार के वाहन के अंदर अर्थात् वैगन अथवा ट्रक में कोयले के लदान की कार्रवाई पूरी हो जाने के साथ ही परिवर्तित हो जाता है। रेलवे तथा सड़क ट्रांसपोर्टर्स खरीददारों की ओर से वाहन के रूप में कार्यरत है। अत: कोयला कंपनियां के पास रास्ते में कोयले की होने वाली उठाई गिरी (चोरी) के संबंध में कोई जानकारी उपलब्ध है।